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INDIANAPOLIS, SUNDAY MORNING, NOVEMBER 17, 1895--SIXTEEN PAGES.

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## DROPPED 108 FEET

ELECTRIC CAR PRECIPITATED INTO THE RIVER AT CLEVELAND.

Went Through the Draw of a Viaduct and Carried with it an Unknown Number of Passengers.

### ONLY ONE ESCAPED ALIVE

AND HE IS LYING IN A HOSPITAL IN A CRITICAL CONDITION.

All the Others, Including the Conductor, Drowned or Killed by the Frightful Plunge.

### THIRTEEN BODIES FOUND

AND OTHERS SUPPOSED TO BE IN THE WATER OR WRECKED CAR.

Motorman Arrested and Held to Await the Coroner's Inquest—Conductor Charged with Responsibility.

CLEVELAND, O., Nov. 16.—A heavy electric motor car, containing between twenty and thirty passengers, went through the draw of the Central viaduct at 7:45 o'clock this evening and dropped one hundred and eight feet to the river below. It is a horror the like of which has never occurred here before. The Central viaduct is a huge steel bridge, three thousand feet long, made of iron. It connects the Heights and the prosperous residence section on the South Side with the business center of the city. Directly over the river is a draw bridge of the pivot swinging pattern, and this is 108 feet above the surface of the water. The South Side street-railroad passes over the bridge, and on either side of the draw there is a safety switch, which, unless the conductor alights and holds up a hand, will send a car into the gutter instead of allowing it to go on the draw. All who went down with the car were drowned or killed, except one, who is in the hospital in a critical condition. At midnight thirteen bodies had been recovered. The identified dead are: MRS. MINNIE BROWN, aged forty-five, residence unknown.

MRS. MARYA SAUERHEIMER, aged thirty-five, of No. 14 Hamilton street, a printer.

MRS. MARTHA SAUERHEIMER, aged thirty-five, of No. 14 Hamilton street, a printer.

MRS. A. W. HOFFMAN, fifteen years, son of Mrs. A. W. Hoffman.

HOW IT HAPPENED.

First reports from the scene of the disaster seem to place the blame on the conductor. They were to the effect that the ill-fated motor car, containing between twenty and thirty people, approached the draw just as a vessel was nearing it, and the bridge attendants had closed the big iron gates and were preparing to swing the draw. As is the rule, the car stopped and the conductor went forward to release the switch in case the way was clear. He must have been blinded by the electric lights, for an eyewitness declares that although the gates were closed and the draw was already in motion, the conductor raised the switch handle. The motorman applied the current and the car shot forward and struck the gates with a crash. There was only a moment's pause, and then the heavy car ground its way through the wreckage and plunged over the brink into the black abyss, amid the screams and frantic struggles of the passengers, who at the first intimation of danger rushed for the rear door. The car struck the water with a great splash, and then there was silence. Soon men began to rush shouting about, and police patrol wagons and ambulances were soon flying to the spot in response to telephone calls.

The alarm which was sent out brought to the scene half a dozen ambulances, the fire boats and the members of the life-saving crew with grappling irons. Within five minutes after the accident the surface of the river revealed nothing of the terrible tragedy that had just been enacted. The waters had closed over the car and its passengers, and the work of rescuing the bodies in the uncertain light was slow indeed. At 9 o'clock half a dozen bodies that had evidently floated out of the car and risen to the surface were taken from the river and carried to the various morgues. The news of the terrible accident spread like wildfire through the city, and a large crowd soon collected on the bridge and along the banks of the river. They could do nothing, however, but watch the slow work of grappling for the bodies.

NUMBER OF VICTIMS UNKNOWN.

The exact number of passengers in the car will not be known until all the bodies are recovered. A few jumped off before the car went over. The fare register in the car, some of those who escaped say, showed that twenty-five fares had been collected. There may have been other passengers with transfers, which would not have been rung up on the register. As near as can be learned there were fifteen, at least, and possibly twenty, persons in the car when it made the plunge. At 10 o'clock there were seven unidentified bodies at the morgue and one man at a hospital in an unconscious condition. So far as can be learned, he is the only one who escaped instant death.

The work of rescuing the bodies went on by the firing light of the lamps on the fire boat. By 10:30 five more bodies, in addition to those already taken to the morgue, making twelve in all, had been taken from the river. Among them was a young woman with blonde hair and fairly well dressed, being the body, apparently, of a shop girl going home from work. By her side in the dead wagon lay the body of a woman about fifty years of age, and near her was another of a woman about forty years old.

Scores of persons living on the South Side who had relatives or friends working or visiting on the East Side flocked to the scene of the accident and visited the morgues to make anxious inquiries about their missing friends. At 11 o'clock a dredge was secured to raise the wrecked car. If that is done, the remainder of the bodies will soon be recovered, for it is probable that few, if any, of the bodies have floated away, the river being practically without current at that point.

The man who was taken to the hospital in an unconscious condition is Patrick Looney, of Lyman street. He recovered consciousness shortly before midnight, but is in a critical condition. Looney has a bad wound on the head. He said that his recollection of the accident was not very clear. The first intimation he had that an accident was to occur was when he felt the car falling. Before he knew what had happened he became unconscious and remembered nothing more until he came to at the hospital. Looney's impression was that the car was full of people, though he could not remember whether it was a single car or double train.

FIRST TO GIVE THE ALARM.

Battalion Chief Rebbeck, of the fire department, was crossing the bridge at the time of the accident. He was on the opposite side of the draw from the one over which the car plunged. He does not know what caused the accident. When he first saw the car he thought it was standing on the opposite side of the draw. All of a sudden it plunged over into the river. Chief Rebbeck was the first to give the alarm by telephoning to the police and fire departments.

The captain of the bridge guard says: "I saw the car coming rapidly toward the draw just as I had given the signal to swing it to admit of the passage of a vessel. I waved my hands and hallooed to the motorman to stop, but apparently he paid no attention to me. The car came on. Just before it went over the brink the motorman jumped and ran away." This statement does not agree with those of eyewitnesses, who declare that the conductor went ahead to open the switch, which is about two hundred feet from the draw, and motioned for the car to come ahead. Certain it is that the conductor mounted the car again and went down with the passengers to death, and it will never be possible to tell exactly what he did before the accident occurred.

Horace Andrews, president, and J. J. Stanley, superintendent of the Cleveland electric railway, say they have investigated the accident so far as it is possible to do so to-night, and they are at a loss to understand how it happened. Mr. Andrews said that the motorman, whose name is Rogers, had been in the employ of the company four years, and was regarded as a thoroughly competent and reliable man. The conductor, whose name is Hoffman, and who is in the wreck, had been on the road two years, having been employed for two years before that in the car shops of the company. He also had the full confidence of the company, Mr. Andrews said.

Thousands of people remained at the scene of the accident until long after midnight, and hundreds of anxious searchers have moved in procession from one morgue to another, looking for friends or relatives who are supposed to be missing. The scenes about the morgues when the dead were identified were touching in the extreme. One of the unidentified bodies is that of a boy about nineteen. In the pocket was a handkerchief with the name of Curt Lepehne.

Newspaper clippings in the pocket indicated that the young man had recently arrived with his mother from Europe, and that he had stayed at the Queen's Hotel, in Hallifax.

A woman named Sadie Logan, aged twenty-nine, is missing. She started for her home, on Mulrison street, at 7 o'clock, to go to the South Side, and at midnight she had not returned. It is believed she was in the wrecked car.

Rogers, the motorman of the car, was arrested late to-night at his home, No. 147 Cedar avenue, and was held in \$5,000 bail to await the result of the coroner's inquest. When taken into custody he said: "The conductor went ahead and turned the switch, giving me the signal to come ahead. I supposed that everything was all right, and did not notice that the draw was open. I suppose I was deceived by the fact that the electric lights in the car did not go out when we passed the cut-off in the current. When I discovered that the gates to the draw were closed I jumped from my car, falling on the edge of the bridge and barely escaped rolling over. When I saw what had happened and realized the extent of the accident I ran back across the bridge until I found a policeman and told him to get help. Then I went down below the bridge where they were at work on the wreck, and afterwards went home." Rogers was closely questioned by the detectives and chief of police, but he insisted that the conductor had given him the proper signal to go ahead.

Two Mangled in a Railway Wreck.

WILLIAMSPORT, Pa., Nov. 16.—One person was killed and another fatally injured as the result of a head-on collision between two freight trains on the Fall Brook road this morning. The dead man was fireman William McQuade, of Corning, N. Y., who was so badly burned and scalded that he died a few minutes after being taken from the wreck. Brakeman Kirkendall, also of Corning, had a leg broken and is otherwise severely injured. He was brought to the hospital in this city. There is but slight hope of his recovery. The wreck occurred at Camp Hill, a short distance above Jersey Shore. Immediately after the crash the wreck caught fire and four cars were totally destroyed. The tracks were torn up for several yards.

Killed by a Cave-In.

HAZLETON, Pa., Nov. 16.—Adam Kellogg was killed, Howard Pewter fatally injured and Jacob Letundo had both legs broken today by the caving in of a well which they were digging at Mount Pleasant, a small town near this place.

## SACKED AND BURNED

AMERICAN MISSION BUILDINGS DESTROYED BY MUSULMANS.

Eight Hundred Christians Killed at Kharpout, but None of the Missionaries Among the Number.

### BUTCHERS STILL AT WORK

WAVE OF OUTRAGE AND ANARCHY SWEEPING OVER ARMENIA.

Turkish Authorities Endeavoring to Prevent Further Massacres by Calling out the Army Reserves.

### MANY SOFTAS ARRESTED

THEOLOGICAL STUDENTS CHARGED WITH FOMENTING REVOLUTION.

Advice Received by Secretary Olney and American Board of Foreign Missions—Appeal for Aid.

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CONSTANTINOPLE, Nov. 16.—The news from the different provinces of Asia Minor continues to be grave, confirming beyond doubt the impression which has prevailed here for a long time past that the movement has assumed proportions which have placed it beyond the control of the Turkish authorities. The latest news is really distressing of punishing the Mussulmans for massacring Armenians. In fact, it is considered very doubtful whether the Turkish troops would fire on Mussulmans if they should be ordered to do so. It is known that there are about eight hundred victims of the Kharpout massacre, and that eight of the twelve buildings belonging to the American missionaries there were sacked and burned in spite of the assurances of the Porte to the United States ambassador, Alexander W. Terrell, that the lives and property of the Americans would be protected, and although it was announced that Turkish gendarmes had been detailed to guard the mission. The American missionaries, however, escaped and are now in a place of safety. Mr. Terrell has notified the Porte that the United States will hold it responsible for the lives of the missionaries. The inhabitants around Kharpout are in a state of great distress from hunger, and if the cold weather was to set in suddenly there would be much more suffering and considerable loss of life.

From Guram, in the vilayet of Siivas, where the Kurds have been besieging four thousand Armenians, it is reported that all the Armenians have been massacred. In the district of Masdin, where there is a large Christian population of Chaldeans and Syrians, a number of villages have been burned to the ground, and the people are destitute and suffering from sickness due to exposure and hunger. This outbreak is regarded here as being very significant and indicating that a systematic campaign will be directed from Yildiz Kiosk against all Christians and not against the Armenian Christians in particular, as has generally been believed to be the case. This puts quite a different and more serious complexion on the whole matter, and is a feature that will immediately attract the attention of the powers, even if it has not already done so. At Siivas and elsewhere the Turks have claimed that the Armenians were the aggressors, and the former simply defended themselves when attacked by the latter. The weakness of this plea can be judged from the fact that during the recent massacre at Siivas eight hundred Armenians were killed and only ten Turks met death during the rioting. It is therefore safe to presume that it was a massacre pure and simple and not an ordinary disturbance which resulted in such great loss of life among the Armenians. The report that four Jesuit priests, under French protection, had been murdered at Malatias turns out to be untrue. For a time the lives of the priests were in danger and they were said to have been killed, but they escaped and are now in safety.

ARRESTS AT CONSTANTINOPLE.

The police here continue making unexplained arrests and not a day passes without revolutionary posters being placarded on the walls or distributed on the streets. The real state of affairs cannot be ascertained by the representatives of the embassies, much less by representatives of the press, but it is currently stated that 400 softas (Christian youths) have recently been arrested. The cause of their imprisonment is said to be their refusal to return to their homes without receiving the money which is due them from the government for their expenses in undergoing their course of study; but another and more likely version of the affair is that the students have been proved to be implicated in posting the revolutionary placards continually found in and about the public thoroughfares of this city. The Porte is also said to be very anxious about the attitude of the military cadets. The latter are said to be strongly imbued with the revolutionary spirit which prevails in the army and navy, and it is reported that the government has decided to transfer the Panadali military school to the barracks at Scutari.

No definite action is known to have been taken by the representatives of the powers, but it is reported that they will join in a note to the Porte informing the government of the Sultan that in spite of remonstrances and recommendations of the powers, matters have now reached a stage in Asia Minor where it is evident that the Sultan's authority is not sufficient to quell the repeated disturbances which are breaking out, and it has become necessary for the powers, in the interests of Christianity and humanity, to put an end to these disorders by occupying jointly various portions of the Turkish empire until order is fully restored and a better system of government is inaugurated. In order to carry out the policy of the powers the most powerful fleet ever gathered together is being assembled at Salonica bay. It will consist of about thirty British war ships, including a dozen battle ships of the first class; a dozen or so French ships, including half a dozen battle ships; twelve Russian war ships, of which four will be battle ships; eight Italian war ships, of which number four, at least, will be first-class battle ships, and several Austrian and German war ships. The British fleet includes the flower of the British navy, and is constantly being reinforced.

CONFIRMED BY TERRELL.

LARGE Amount of American Mission Property Destroyed.

WASHINGTON, Nov. 16.—Secretary Olney has received a cablegram from United